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DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Anglo Saxon, Quero Bank, 10,000 lbs. cod, 15,000 lbs. fresh cod, 4000 lbs. halibut.
Sch. Margaret, Quero Bank, 15,000 lbs. cod, 15,000 lbs. fresh cod, 3000 lbs. halibut.
Sch. Helen F. Whitten, Bay of Islands, N. F., 1589 bbls. salt herring.
Sch. Admiral Dewey, Bay of Islands, N. F., 1392 bbls. salt herring.
Sch. Valkyrie, Bay of Islands, N. F., 1670 bbls. salt herring.
Str. Alice M. Jacobs, Bay of Islands, N. F., 1500 bbls. salt herring, 500 bbls. frozen herring.
Sch. Dictator, Sable Island Bank, 5000 lbs. hake, 1000 lbs. cusk.
Sch. Speculator, South Channel, 4500 lbs. fresh cod, 7000 lbs. haddock, 1000 lbs. pollock, 1000 lbs. cusk.
Sch. Ellen F. Gleason, shore.
Sch. Irene and May, shore.
Sch. Pythian, shore.
Sch. Arrow, shore.
Sch. Emerald, shore.
Sch. Gertrude, shore.
Sch. Emma W. Brown, shore.
Sch. Flora S. N. Ickerson, Virahaven.

Boston.

Sch. Mertis H. Perry, 1800 haddock, 7000 cod.
Sch. Bertha M. Bailey, 2500 haddock, 600 cod.
Sch. Helen B. Thomas, 4000 haddock, 2300 cod, 2500 pollock.
Sch. Sadie M. Nunan, 1400 haddock, 600 cod, 1800 hake, 2000 pollock.
Sch. Filrt, 3500 haddock.
Sch. Mattie Brundage, 3000 haddock, 1000 cod, 4500 hake, 3000 pollock.
Sch. Almeida, 1000 haddock, 400 cod, 1000 hake.
Sch. Ella M. Doughty, 3000 haddock, 1300 cod, 500 hake, 1200 pollock.
Sch. Charles W. Parker, 4000 haddock, 1500 cod, 600 cusk, 800 pollock.
Sch. James S. Steele, 800 haddock, 1500 cod.
Sch. Thomas W. Knight, 3000 haddock, 1000 cod, 2000 pollock.
Sch. Elsie F. Rowe, 2500 haddock, 1000 cod, 1000 hake, 1500 pollock.
Sch. Dawson City, 2000 haddock, 1800 cod, 1100 hake, 2000 cusk, 1000 pollock.
Sch. Henrietta G. Martin.
Sch. Massasoit.
Sch. Rose Standish.
Sch. Ellen F. Burke.
Sch. Oliver F. Kilham.
Sch. Emily Cooney, 2000 haddock, 1000 cod, 2000 hake, 1000 pollock.
Sch. Sylph, 3000 haddock, 800 hake, 500 pollock.
Sch. Richard Lester, 1500 haddock, 900 cod, 2000 hake, 300 pollock.
Sch. Maggie and Hattie, 3500 haddock, 3500 cod.
Sch. Mary T. Fallon, 4000 haddock, 2000 cod, 4000 hake, 700 cusk.
Sch. Caviare, 4000 haddock, 1500 cod, 500 hake, 2000 pollock.
Sch. Fish Hawk, 3500 haddock, 1200 cod, 4000 hake, 8000 pollock.
Sch. Clara R. Harwood, 10,000 haddock.
Sch. Flavilla, 3500 haddock, 1500 cod, 200 hake, 5000 pollock.
Sch. Arthur Binney, 4000 haddock.
Sch. Evelyn L. Smith, 8000 haddock, 1000 cod, 2000 hake, 1000 pollock.
Sch. Sadie M. Nunan, 5500 haddock, 600 cod, 1800 hake, 2000 pollock.
Sch. Mary Cabral.
Sch. Tecumseh.
Sch. Agnes V. Gleason.
Sch. Manhasset.
Sch. Matchless.
Sch. Mary G. Powers.
Sch. Estelle S. Nunan.
Sch. Eglantine.
Sch. Mattakesett.
Sch. Richard Wainwright.
Sch. Metamora.
Sch. Lizzie Griffin.

Sch. Jennie and Agnes.
Sch. Mary Edith.
Sch. Frank Munroe.
Sch. Ter . . .
Sch. Sylvia M. Nunan.

Haddock, \$2.50 to \$4.50; large cod, \$3.50 to \$4.50; market cod, \$2 to \$4; hake, \$2 to \$3; pollock, \$3.

Fishing Fleet Movements.

Schs. Latona and Gloriana arrived at Liverpool, N. S., on Friday.
Schs. Orpheus and American were at Shelburne, N. S., on Friday.
Sch. Lorna Doone cleared from Shelburne, N. S., on Friday.

Wednesday, Dec 24th

OBJECTS TO THE TREATY.

Newfoundland Paper Fails To See Advantage to That Country.

The Bay of Islands, N. F., Western Star in an editorial on the proposed Hay-Bond treaty, condemns the treaty and speaks of its provisions and the results which would follow its ratification as follows:

"We have very carefully and unbiassedly analysed the text of the Hay-Bond reciprocity arrangement with a view to giving our readers some information of what the new treaty will do for the Colony should it be ratified by the American senate. Our analysis is not of the 'alleged' text of the treaty but of the actual official treaty, a copy of which is before us.

"First—The United States fishermen are promised privileges which will give them free access to our waters and place them on equal footing with our fishermen. We are promised for this concession a greatly increased and profitable market for our fish and fish products, minerals, etc. For our part we fail to see where the advantages come to our Newfoundland fishermen, particularly when it is known that the admission of our fresh fish into the American market free of duty is not included in the arrangement.

"It will be a complete disappointment to those who looked so expectantly for this great market for fresh fish. The Americans very carefully excluded this class of fish from the treaty free list and consented only to the admission of classes that they themselves do not consume but merely acts as agents or middlemen for the disposal of. Look at it from whatever point of view you please, and only one conclusion can be arrived at, viz., that, as far as the fishery and fishermen are concerned, the treaty is not at all the 'boon and blessing' it was promised to be.

"Second—There is an advantage for Newfoundland miners and mine owners in this treaty, should it ever be placed in operation; and it would seem that the Rt. Hon. Sir Robert Bond had this class of industry in view, rather than the fishing industry, when framing the measure. The free admission of ores to the United States is an excellent thing for mine owners and will probably result in turning American capital in this direction. But the great majority of our people, that is nearly two-thirds of the population of the colony—the fishing class—might well ask the question, should this deal have been made with the United States at their expense?

"It is an easy matter to sum up the net profit of this treaty and it is this:

- "(1) Large concessions to American fishing interests with nothing of profit in return.
- "(2) Enlarged market for our ores at the expense of a greater industry.
- "(3) Reciprocity in this case means loss to the fishermen, profit to the mine owners."

Will Haul Up Here.

The sch. Chandler R., of Portland recently ashore at Plymouth, has been floated and brought here, where she will lay up for the winter.

Wednesday, Dec 24th

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Kearsarge, Bay of Islands, N. F., 1200 bbls. salt herring.
Schs. A. E. Whyland, Bay of Islands, N. F., 1500 bbls. salt herring.

To-day's Market.

Board of Trade prices: Large handline Georges cod, \$4.25 per cwt.; medium do., \$3.25; large trawl Georges, \$3.75; medium do., \$3.25; handline cod from deck, caught east of Cape Sable, \$4.00; medium do., \$3.25; large trawl bank cod, \$3.25; medium do., \$3.00; large dory handline cod, \$3.50; medium do., \$3.25.

Board of Trade splitting prices on fresh fish—All cod caught on Le Have Bank and to the westward: large, \$2.00 medium, \$1.40; all cod caught to the eastward of Le Have Bank, large, \$2.00; medium, \$1.40; snapper cod fish, 40 cts; cusk, \$1.40; haddock, 85 cts.; hake, \$1.10 pollock, 60 cts.

Bank halibut, 16 cts. per lb. for white and 12 cts. for gray.

Boston.

Sch. Dorothy, 4000 lbs. cod.
Sch. Regina, 3000 lbs. haddock, 2500 lbs. cod, 2500 lbs. hake, 1000 lbs. pollock.
Sch. Robert and Arthur, 20,000 lbs. hake.
Sch. Illinois, 18,000 lbs. haddock, 10,000 lbs. cod, 2000 lbs. pollock.
Sch. Hattie F. Knowlton.
Sch. Galatea.
Sch. Ida S. Brooks.
Sch. Alice M. Guthrie, 4000 haddock, 4000 cod, 5000 hake, 4000 pollock.
Sch. Yankee, 500 haddock, 4000 cod.
Sch. James G. Blaine, 4000 haddock, 1000 cod, 5000 hake, 4000 pollock.
Sch. Juniata, 3000 haddock, 2000 cod, 3000 hake, 1500 pollock.
Haddock, \$3 to \$3.50; large cod, \$3.50 to \$4.50; market cod, \$2.50 to \$2.75; pollock, \$2; hake, \$2 to \$2.75.

\$100,000 MORE.

Sch. Horace B. Parker's Stock Was Phenomenal.

\$292,000 Made in Less Than 14 Years.

In our Saturday's issue, we gave the stock of sch. Horace B. Parker, Capt. William H. Thomas, as \$192,000 for 14 years. It turns out that our informant only made a "little mistake" of \$100,000, and that in reality the Parker's stock for 13 years and nine months reached the enormous aggregate of \$292,000, or an average of about \$21,000 a year.

This is probably one of the records ever made by any fishing vessel in that length of time and what is very noticeable is that Capt. Thomas has always been master of the craft since she was built, and to him and his tireless energy and good judgment is due the credit of this magnificent performance.

SCH. GOLDEN ROD ARRIVES.

Has First Full Frozen Herring
Fare of Season.

Had Quick But Rough Passage
Home.

Sch. Golden-Rod, Capt. Dominick Arseneau, arrived during last night from Bay of Islands, N. F., with the first full cargo of frozen herring of the season, 1000 barrels, 700 of which were artificially frozen and 300 natural frost goods.

Capt. Arseneau evidently lost no time in coming home, for in spite of the bad weather he pushed the Golden-Rod along in eight days from Bay of Islands. Several heavy gales were encountered, in one of which the vessel was hove to for almost 24 hours. One sea struck the craft and 24 barrels of salt herring were washed overboard.

The captain reports that the day he left Bay of Islands, the thermometer stood five degrees below zero.

Capt. Sylvanus Smith on the Treaty.

The Boston Herald today prints the following interview with Hon. Sylvanus Smith on the Hay-Bond treaty. The captain gives most abundant evidence that he knew what he was talking about:

"The representative men of Gloucester say that not only are they opposed to the pending Hay-Bond treaty with Newfoundland, but that they would be opposed to any treaty with that colony which admitted Newfoundland fish or products of fishery free of duty into the United States. The bait privileges which Gloucester boats now enjoy in Newfoundland they consider of little importance compared with the injury which would be done them by the ratification of any such treaty. In speaking of this matter Capt. Sylvanus Smith said:

"As I understand the term reciprocity, it means that the privileges which one side gives to another should be reciprocated. Now, by the articles of this Hay-Bond treaty, Newfoundland gets all and Gloucester nothing—the benefits are all on one side. It makes us tired to hear these men from up country try to tell the people about the benefits which Gloucester will receive from the treaty. Do they think we are fools? Do they think we don't know our own business?

"Most of us have been in the fishing industry for a good long time here, and we think we know what we are talking about when we say that the bait privileges which Newfoundland gives us do not amount to much. And we have to pay for this privilege, too, about \$150 for each vessel.

"Last season only one boat from Maine took out a license in Newfoundland, and out of 15 of our boats only three took out a license. If Newfoundland refused to continue this privilege, those three vessels could do as the other 12 did—use clams, or take their herring with them from here frozen.

"And the other industries here are with us. They are so closely allied with the fisheries that they also are opposed to the treaty. Any treaty which would allow Newfoundland fish or products of fishery to come into the United States free of duty would be strongly contended against here, not on account of Gloucester alone, but on account of American fisheries in general. For instance, if salmon should be admitted free, it would not hurt Gloucester particularly, but it would be harmful to Maine, and Gloucester would oppose any arrangement with Newfoundland which provided for the free admission of salmon, on the ground that it would be an injury to American fisheries."

GLOUCESTER'S FLEET.

Number of Vessels Added
the Past Year.

TONNAGE ALSO SHOWS INCREASE

More New Vessels Added Than
for Several Years.

The annual list of vessels belonging to the district of Gloucester has been issued by Procter Brothers, and contains the names of all the vessels registered in the district of Gloucester, above five tons burthen, giving their gross and net tonnage, length, breadth and depth, when and where built, and the names of their managing owners or fitters, together with a record of the losses of the year, and the total losses since 1830, the vessels sold and new vessels added to the fleet, and a list of the fishing vessels at the principal New England ports where the business is conducted.

The total number of vessels of all descriptions registered in the district November 1, 1902, was 362, with a total measurement of 29,209.47 tons gross, and 21,735.19 tons net, against 353 vessels having 28,365.66 tons gross and 21,196.27 tons net last year, an increase of nine vessels and 833.81 tons gross and 538.92 tons net in the entire district. Gloucester Harbor makes a net gain of eight vessels and 1101.00 tons gross and 752.29 tons net, having five schooners, four auxiliary schooners and one sloop boat more and two steamers less than last year. Rockport makes a gain of three vessels, having one schooner boat and two sloop boats more than last year, showing a loss of 1.65 tons in gross tonnage and a gain of 24.45 tons net. Lanesville shows a loss of one sloop, 74.99 tons gross, 71.25 tons net, and Manchester shows a loss of one yacht, 171.57 tons gross, the next measurement loss being the same. The other divisions of the district remain the same as last year.

The average gross tonnage of the district is increased from 80.36 tons to 80.72 tons, but the average net tonnage remains the same, 60.05. The average gross tonnage of the schooners in the entire district remains the same as last year, 96.12 tons, but the average net tonnage is increased from 71.23 tons to 71.46 tons. The average gross tonnage of the vessels owned at Gloucester Harbor is increased from 82.24 tons to 83.67 tons, but the average net tonnage is decreased from 69.46 tons to 60.85 tons. The average gross tonnage of the vessels hailing from Rockport is decreased from 75.97 tons to 70.12 tons, and the average net tonnage from 66.34 tons to 61.85 tons. The average tonnage of Manchester decreased from 52.18 tons to 12.37 tons gross, and from 51.71 tons to 11.75 tons net.

The total number of vessels on the list last year was 353, with a total tonnage of 28,365.66 tons gross, and 21,196.37 tons net, and an average tonnage of 80.36 tons gross and 60.04 tons net. In 1900 the list included 351 vessels with an aggregate tonnage of 28,076.37 tons gross and 22,037.02 tons net, and an average of 108.48 tons gross and 62.78 tons net. In 1899 the total number of vessels was 350, with an aggregate tonnage of 27,042.51 tons gross and 21,598.14 tons net, and an average tonnage of 77.26 tons gross and 61.71 tons net. In 1898 the total number was 372 vessels, having a total measurement of 28,879.84 tons gross and 22,024.82 tons net, and an average tonnage of 77.63 tons gross and 61.99 tons net.

The following table shows the number of vessels registered in the district November 1, 1902, with their rig and total gross and net tonnage, and average gross tonnage of each class:

Vessels.	Gross Ton'ge.	Net Ton'ge.	Average Gross Ton'ge.
252 schooners,	24,421.75	18,009.10	96.12
6 schooners (aux'y),	682.54	430.37	113.76
1 schooner (3 mast),	470.63	347.15	470.63
9 sloops,	661.59	629.35	73.84
30 schooner boats,	411.47	356.41	13.71
41 sloop boats,	486.24	454.38	11.86
1 sch. boat (aux'y)	21.63	6.33	21.63
1 sloop boat (aux'y)	15.45	7.11	15.45
2 schooner yachts,	143.78	142.58	76.89
1 sloop yacht,	8.83	8.40	8.88
13 steamers,	1,074.42	621.76	82.65
5 barges,	811.14	722.25	162.23
362	29,209.47	21,735.19	80.72

The total additions to the district during the past year were 34 vessels with a total measurement of 2,957.62 tons gross, and 2,006.52 tons net, and an average tonnage of 86.99 tons gross and 58.43 tons net, of which 28 vessels aggregating 2,789.13 tons gross and 1,955.27 tons net, averaging 99.61 tons gross and 69.86 tons net, were built during the year, and six vessels aggregating 168.49 tons gross, and 151.2 tons net, and averaging 28.08 tons gross and

25.21 tons net, were added by purchase from other ports.

The present tonnage of the several harbors of the district is as follows:

Vessels.	Gross Ton'ge.	Net Ton'ge.	Average Gross Ton'ge.
239 schooners,	23,436.98	17,071.32	98.15
6 schooners (aux'y),	682.54	430.37	113.76
1 schooner (3 mast),	470.63	347.15	470.63
1 sloop,	20.26	20.00	20.26
24 schooner boats,	339.47	289.35	14.14
29 sloop boats,	377.30	350.44	13.01
10 steamers,	637.43	338.33	63.74
1 schooner yacht,	129.28	129.28	128.28
1 sloop yacht,	8.83	8.40	8.83
312	26,102.72	18,984.64	83.67
ROCKPORT.			
12 schooners,	963.65	917.77	80.30
7 sloops,	517.77	491.87	73.97
4 schooner boats,	49.69	45.86	12.42
9 sloop boats,	77.00	73.59	8.55
3 steamers,	436.99	283.43	145.66
4 barges,	680.50	600.61	172.38
39	2,734.60	2,413.13	70.12
ANNISQUAM.			
1 auxiliary sch. boat,	21.63	6.33	21.63
1 auxiliary sloop boat,	15.45	7.11	15.45
2	37.08	13.44	18.54
BAY VIEW.			
1 sloop,	123.56	117.48	123.56
1 barge,	121.64	121.64	121.64
2	245.20	239.12	122.60
LANESVILLE.			
1 schooner,	21.62	20.54	21.62
1 schooner boat,	12.44	11.82	12.44
2 sloop boats,	18.70	17.77	9.85
4	52.76	50.13	13.19
MANCHESTER.			
1 schooner boat,	9.87	9.38	9.87
1 sloop boat,	13.24	12.58	13.24
1 schooner yacht,	14.00	13.30	14.00
3	37.11	35.26	12.37

The new vessels added during the year include 17 schooners, aggregating 1,888.64 tons gross and 1,360.42 tons net, and averaging 111.09 tons gross and 80.02 tons net, three auxiliary schooners, aggregating 407.00 tons gross and 262.66 tons net, and averaging 135.70 tons gross and 87.56 tons net, one schooner yacht, 129.28 tons gross and net, two steamers aggregating 268.49 tons gross and 120.21 tons net, and averaging 134.22 tons gross and 60.11 tons net, one schooner boat, 30.07 tons gross and 17.09 tons net, and four sloop boats, aggregating 65.61 tons and averaging 16.65 tons gross and net.

As has been the case in recent years, most of the schooners exceed 100 tons in gross measurement, being much larger than the average fishing vessel of 20 years ago.

The vessels added by purchase include two schooners with a total measurement of 116.62 tons gross and 110.86 tons net, and an average of 58.31 tons gross and 55.43 tons net; two schooner boats aggregating 31.03 tons gross and 25.67 tons net, and averaging 15.52 tons gross and 12.85 tons net; and two sloop boats with a total tonnage of 20.84 tons gross and 14.76 tons net, and an average tonnage of 10.42 tons gross and 7.88 tons net.

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The total number of vessels added to the fleet in 1901 was 36, with a total tonnage of 2,793.86 tons gross and 2,087.38 tons net, and an average tonnage of 77.61 tons gross and 57.98 tons net, of which 27, aggregating 2,449.12 tons gross and 1,787.61 tons net, and averaging 90.71 tons gross and 66.21 tons net, were built during the year and nine vessels, aggregating 324.74 tons gross and 309.77 tons net, and averaging 36.08 tons gross and 34.42 tons net, were added by purchase from other ports. Fifteen vessels, with a total measurement of

1,169.46 tons gross and 929.11 tons net, and an average measurement of 77.96 tons gross and 61.99 tons net have been dropped from the lists, of which 13 vessels, aggregating 1,156.27 tons gross and 916.58 tons net, and averaging 87.40 tons gross and 70.51 tons net, have been sold or transferred to other ports during the year, and two schooner boats with a total tonnage of 13.19 tons gross and 12.53 tons net, and an average tonnage of 6.58 tons gross and 6.09 tons net, have been re-measured and fall below 5 tons.

The vessels sold from the district include 8 schooners with a total measurement of 608.17 tons gross and 507.36 tons net and the average tonnage of 76.02 tons gross and 63.42 tons net, one sloop boat, 8.83 tons gross and 8.39 tons net, and three steamers, with a total measurement of 367.70 tons gross and 229.26 tons net, and an average tonnage of 122.57 tons gross and 76.42 tons net.

The number of vessels lost during the year ending December 1, 1902, belonging to the district, was 11, having a total tonnage of 862.28 tons gross and 638.25 tons net, ten of which, including seven schooners 751.23 tons gross and 532.79 tons net, and three schooner boats, 36.01 tons gross and 34.21 tons net, were employed in the fisheries, and one sloop, 74.99 tons gross and 71.25 tons net, was employed in the stone coasting trade. The vessels were valued at \$74,800, upon which there was an insurance of \$52,065.

The number of outfitters, including firms and individual owners, at Gloucester harbor is 31, fitting 231 vessels. The list does not include a large number of owners who sail their own vessels and have no permanent place of fitting, while several vessels are included which are owned by their masters, but fit regularly at the places under which they are given. Last year the number of outfitters was 30, fitting 216 vessels.